

ALL OVER THE GLOBE  
SUNK IN COLLISION.

[Concluded from first page.]

might and main. They finally got out the aft quarter boat on the port side. I could see that it was full of people but the sailors could not lower it. Meanwhile the steamer was settling perceptibly. I took my boy in my arms and got into the second boat. My wife was close behind, when somebody shouted: 'All women and children go to the other side of the ship.' I believe the captain gave the order. My wife started to run across the deck and that is the last I saw of her.

I CLUNG TO MY BOY

but some men seized me and dragged us out of the boat, and my place was taken by one of the crew. This boat got clear of the steamer. But a big wave almost dashed her against the steamer's big forecastle, which had gone by the board at the time of the collision. It was almost miraculous that the boat was not swamped.

"Another boat was got out. I took my boy into it and supposed that he had remained by my side, but just as the boat was lowered I found that he had disappeared. He had been torn away in the rush and scramble for places. I tried to get back, but the boat went down with a jump and the moment we reached the water the sailors pushed off."

MISS BUECKER SAYS

she was in bed when the collision occurred. When she reached the deck two of the life boats were being lowered. She got into one of them but it was capsized. Miss Buecker was picked up by another life boat, and five hours later was taken on board the Wildflower.

Fuerst, a stoker, said in an interview: "I was in the boiler room at the time of the collision. The water rushed in immediately through a big gap in the side. It poured in at a tremendous rate and soon extinguished the fires. Everybody in the boiler room knew the vessel must founder. When I reached the deck I saw the captain on the bridge, but did not see the pilots. I do not know where the pilots were."

Seaman Singer says that the Elbe was struck just

ABOVE THE ENGINE ROOM,  
the stem of the other steamer  
crushing into the second cabin.

Third Officer Stollberg says that he cannot explain the collision and that it is unlikely that any adequate account can be obtained, as all the deck watch on duty at the time were downed. The captain was on the bridge when the collision occurred, and Officer Stollberg heard him shouting in a loud, firm voice that the women and children were to be saved first. The captain's voice reached a considerable distance.

THIS ORDER WAS REPEATED

by the chief officer and must have been heard by everybody aboard. Officer Stollberg expressed the warmest gratitude for Skipper Wright and crew of the Wildflower. The roughness of the sea, he said, made the work of rescue extremely perilous. The fishermen gave the survivors the use of everything aboard the smack and fed and clothed them. There is some hope that the missing boat has been rescued, inasmuch as there were several smacks in the vicinity. Probably some women and children were in the missing boat.

The steamship company has deferred until morning its decision as to sending the survivors to New York. In answer to a dispatch from the United Press, the North German Lloyd sent this official statement from Bremen to-night:

"The third officer of the Elbe reports from Lowestoft that the vessel was

STUCK ON THE PORT SIDE

in the way mail room by an unknown steamer, sinking in twenty minutes. Stormy weather; watch in order. Hope a second boat which was lowered may be safe, as several fishing vessels and a steamer are in the vicinity. Good discipline; everything done that was possible to save life."

The first official report received by the owners was dated at Lowestoft and said: "The mail steamer Elbe, which left Bremerhaven yesterday for New York, sank after being in collision at 6 o'clock this morning. A boat has landed twenty-two. No news of the remainder."

Then followed the statement given above.

These reports seem to prove that only.

TWO BOATS WERE LOWERED, despite the varying statements of passengers, some of whom said that as many as eight were cut loose. The boat carrying the survivors was tossed at the mercy of the waves in a bitter southwest wind until 11 o'clock. Meantime they sighted several vessels while themselves unseen. The exact place of the collision is 47 miles southwest of the Hook lightship.

Mr. Nusseil, the first engineer, told a Daily News reporter that it was only the position the vessel assumed when the water made its volume felt that prevented the launching of more boats.

Dispatches from Germany say that Bremen is in a state of consternation and the whole country is excited by the news of the wreck. The passengers came from all parts of the empire.

A steamer has been sent from Lowestoft by the Lloyd to search for the other lifeboat.

One or two gentlemen can obtain a nicely furnished room, centrally located, with all modern conveniences, including bath, gas and heat, within three minutes walk of the electric line. A. C. E., care Virginian, 100-110 FOR REST-ROOMS ABOVE 136 MAIN Street. Suitable for dressmaker.

## LIST OF PASSENGERS.

The following is a full list of passengers on the Elbe when the ill-fated vessel sailed yesterday from Bremen:

First-Class—Fritz Appel, Munich; Hugo Becker, Chemitz; Director Baumann, Berlin; Mrs. Hermine Sander, Falmouth; Miss Anton Fischer, Washington, D. C.; John B. Vincke, St. Charles, Mo.; Charles Wix, New York; Mr. M. O'Connors, South Dakota; Henry N. Castle, Honolulu; Dorothy Castle, Honolulu; Louis Thewell, Wien; Messrs. Schenck, Duaren, Ernest and Heren, New York; Domingo Furrer, Guatemala.

Second Class—Mrs. Louise Kuhn, New York; Jake Frank, Buffalo; Eugen Schlagen, Fuerteventura; Emma Siegel, Fuerteventura; Mrs. Sophie Rhodes, Washington; Eugene Rhodes, Washington; Carl Hofman, Grand Island; Mrs. Anna Hofman, Grand Island, Neb.; Henry Hofman, Grand Island, Neb.; Edward Moskovic, Eperies; Esteria Goldner, Eperies; Mr. Lockhart, New York; August Sauer, Eisen; Peter Mohrs, Kasanitz; Miss Clara Weingartner, Flensburg; Mrs. Andrew Briebach, Amsterdam; Mrs. Vattier Kraue, Amsterdam; Andrew Vattier Krane, Amsterdam; Julius Rosenbaum, Berlin; Adolf Isaak, New York; Ernest Masseberg, Louisiana; Kurt Kleinschmidt, Helens, Mont.; Carl Nussbaum, Berlin; John Gerlicher, Winona, Minn.; Simon Schweizer, Berlin; Rudolph Nolte, Leipzig; Dr. Dietrich, Leipzig; J. H. Hahn, Leipzig; Jan Verhaever, Leipzig; Kveto Mor, Leipzig; Frank Miskolez, Leipzig.

THE N. K. FAIRBANK COMPANY,  
ST. LOUIS and CHICAGO.

## Poor Pie

is responsible for many of man's (and woman's) physical woes—but the pie needn't be poor, and it may bring joy instead of woe. How? Use nothing but COTTOLENE for shortening and the pie crust will be delicate, flaky, delicious, and so healthful that even a dyspeptic can eat freely of it and be comfortable. COTTOLENE can't be equalled as a shortening, and is absolutely healthful. Genuine has this trade mark on every pail. Take no other.

THE N. K. FAIRBANK COMPANY,  
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## NORFOLK NEWS NOTES.

Small Items of Pith and Importance.

## PRESS CLUB ORGANIZATION.

Catholic Knights' Delegates Returned. Fifth Ward Election Cases. A Steamer Washed Ashore. Deed Recorded. Will Probated.

NEW YORK, January 30.—Captain Kurt Von Goessel, the commander of the Elbe, was one of the most popular officers in the employ of the company and was extremely well liked by the passengers. He was regarded as an exceptionally cautious commander.

The first officer was named G. Wilhelm and the second officer J. Heimers. All were veterans in the service.

## BRAMBLETON.

Mr. T. Shep. Brown, a resident of the Fifth Ward, and who for some time was with the S. R. Smith jewelry store on Bank street, continues the business at the old stand, with Mr. N. E. Wolf as partner.

The meeting conducted at McHenry Tuesday night by Rev. J. W. Crider was also attended by Rev. W. W. Royal, D. D. The services last night were led by Rev. W. B. Jett, Rev. George H. Wiley, of Appomattox, a successful evangelist, will speak to-night. All are invited.

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